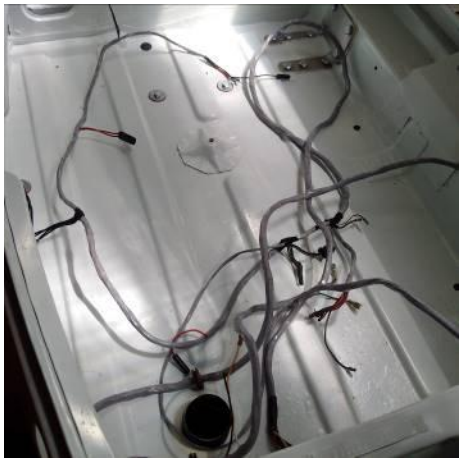
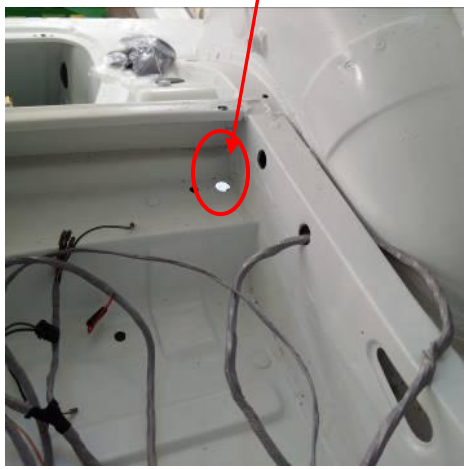
I will now be in the UK for 5 to 6 weeks, the longest period without travel for many years so I will be getting on with the rebuild of the V8 and the MG TC that I am doing in parallel. I have stripped the TC back to the chassis as it was bent and have straightened it. With this car it's blacksmith's work with the aid of laser measurement.


The next stage is to install the fuel and brake pipes from the rear to the front of the car along with the loom and power cable to the starter motor. I will be adding a battery cut of switch, a voltmeter, ammeter and power meter in the nearside battery box.

First the loom in a rough make up without finally fixing any of the clips other than loosely for support. I do not like the standard route through the spare wheel well as it is vulnerable so I have rerouted the loom as shown by drilling an additional hole through the chassis leg. Once drilled I touch up the bare metal with rust primer and top coat before installing the cable and grommet.

The cable is clipped to the underside of the boot floor support to the rear of the car. Grommets are used everywhere to protect the cables and to prevent ingress of water or detritus where the cable passes from the inside to the outside of the body shell. An example is where the fuel tank sender cables exit the off side boot light well.

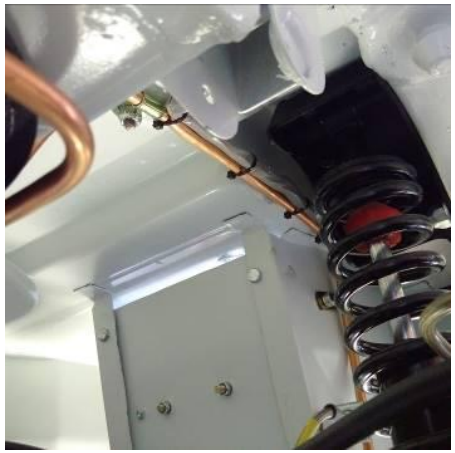

The loom is then threaded through the various body components across the rear of the car to feed the near side rear lights. I reposition the ground point as shown having on this occasion cleaned off the paint and sprayed with WD40m before fixing the cable to ensure a good low resistance electrical connection. This will be tested later when the battery is installed. I also add a "Ground" sticker to make it clear this is an electrical connection and should be maintained on a regular basis.


I then fill all unused holes with blind grommets.

Once the loom is loosely installed and its position checked, I add clips to ensure it is held securely out of harm's way using zinc plated clips, these have a beveled edge that prevents damage to the loom, most SS p clips do not have this and vibration can damage the insulation.

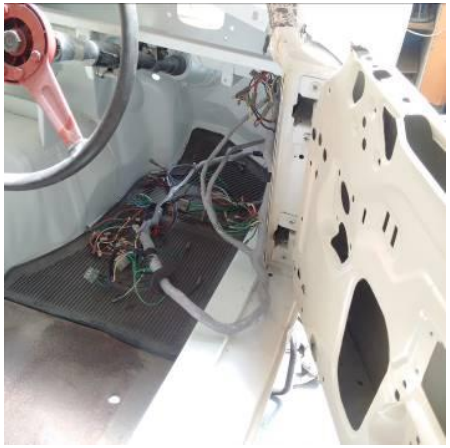

I ran the fuel sender cable through what would be a spring support point to the chassis which are now unused as the 5 link suspension does not use the rear supports. It then runs along the chassis leg held with two clips. Once the installation is complete I will add a protective cover to protect the connections to the sender

I then fix the loom to the fuel pipe where it crosses above the axle to make sure it cannot foul any moving parts using cable ties. There have been questions as to the “legality” of this with regard to the MOT, however having talked to my MOT garage they told me that it was not a problem as far as they were concerned adding that you cannot fix fuel pipes to the body with cable ties that is a fail as it is not considered “secure” as required by their guidelines.

From there \i move forward until I get to the rear bulkhead then drape the cables roughly in the correct position before continuing.

I then loosely installed the front loom. The reason for this was to ensure that the two looms, front and rear meet at the correct location.

Having made sure that the looms meet the next is the brake pipe from the rear axle connector to the front offside wing bulkhead 4 way connector.


I connected the new brake pipe to the bulkhead fitting where the braded flexible pipe from the back axle terminates. From there I ran it in its rough position under the floor pan to the front of the car.


Once the brake pipe was loosely positioned the fuel pipe was installed from the fuel pump forward to the engine compartment.



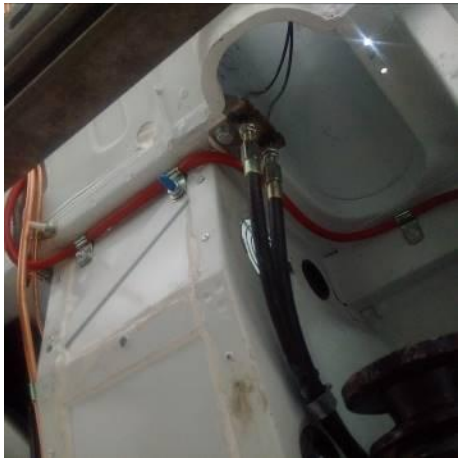

Once the fuel pipe was loosely installed along the length of the car it was run along the side of the off side battery well across the back of the well for protection before entering the well which is now the petrol pump well and connected to the red top pump outlet via a flexible braded petrol pipe.



With the loom, brake pipe and the fuel, line installed the next is the battery to starter cable. For this I used red 16 mm tri rated cable flexible cable.

The battery will be installed in the spare wheel well and a cable will be run from the battery to a cutoff switch installed in the near side 6V batter well. Also installed in this well will be a voltmeter and a power meter.

From what was the near side battery well, the cable will be run above the prop shaft where it enters the tunnel securely clipped to the body across the underneath of what is now the petrol pump well above the level of the floor pan to where the loom, brake pipe and fuel pipe run to the front of the car.




From there it is run adjacent to the loom along the length of the car beside the prop shaft tunnel.




Once loosely installed beginning from the rear car the pipes and cables are neatly clipped to the body






All of the under floor work is now complete and the next stage is to drop the body shell off the frame that it has been on since 1997 ---. Before doing this all of the studs and bolt extensions were liberally coated with copper ease to protect from rust and protection cap added to ensure that the grease does not get washed off and to stop dirt accumulating on the threads.




Before installing the engine and gearbox all ancillary equipment will be installed in the engine bay, battery in the spare wheel and the electrical equipment in what was the nearside 6V battery well.